

The National *Falcon* News



January 2008



**Ken & Shellane Chandler
Hastings, Michigan**

1965 Falcon Hardtop

NEW Items



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Ranchero Falcon



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ART64XC..... 64 Falcon Sprint Convertible Art Print - 16"x20" (Black) (Silver)



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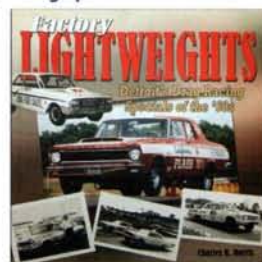
This all new engineered bolt in Rack & pinion conversion kit allows you to convert your original sloppy steering to new modern performance and handling. Mounts to stock ball joints and includes rebuilt power rack & pinion unit and all mounting hardware. Engineered to mount into stock components with ease. Installs in an afternoon with proper tools. Note: for automatic only, will NOT fit 4-speeds. Can be used with Dearborn Classics Tri-Y headers, cast iron headers or stock small block exhaust manifolds only.



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FC1007

January 2008



Cover Falcon: Ken Chandler

The cover photo of Ken and Shellane Chandler's 1965 Falcon hardtop was taken by Manda Russell at the Gilmore Car Museum, north of Richland, Michigan. Read more about the museum and see more photos of Ken's Falcon beginning on page 4.

Do you have a photo of your Falcon that should be on the cover? Send it to the Editor, along with a few paragraphs about you and your car.

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These excellent photos were taken in front of a 1930's era Shell Gas Station at The Gilmore Car Museum, just north of Richland, Michigan by photographer Manda Russell. Ken and Shellane Chandler of Hastings, Michigan own the 1965 Falcon two door hardtop. The overhead shot on the cover was taken from the second floor of the Museum's London Double Decker Bus.

The Gilmore Car Museum is one of the top ten car museums in the world and features over 200 vehicles displayed in a variety of restored historic barns and period buildings

spread over the museum's 90 acres. This museum is a must-see destination to include in your travels.

Ken has owned the Falcon since 1984. He purchased it at the famous Red Barns Spectacular Car Show and Swap Meet on the grounds of The Gilmore Car Museum within a few feet of where these pictures were taken! Every Wednesday during the summer the grounds are open for a cruise in and cars can be photographed in front of the gas station or the museum's newly opened authentic 1940's era diner. For more information, visit their website, GilmoreCarMuseum.org.

Wednesdays during the summer, grounds are open for a cruise-in and photos like the one below.



The photo above was taken just in front of the barn that houses the Gilmore Museum's Tucker Historical Collection, including their 1948 Tucker.

President's Message

The Falcon Club of America calendar of events for 2007 was a very busy one for our Chapters and membership. FCA Chapters hosted a total of six Regional Meets and the National Meet in Minnesota. Hosting these events takes a lot of work and planning. Thanks to the hosting Chapters and the FCA membership for making these events so successful.

Last January, one of our stated goals was to get more national magazine coverage. The most recent issue of Legendary Ford Magazine featured coverage of the 28th FCA National Convention, thanks to our Editor, Wendy Crosby, for the great photos and text. The Hemming's Muscle Car Magazine also featured the 1964 and 1965 Falcon Sprints in a recent issue. The Sprints were referred to as the "Compact Muscle Cars."

January is a good time to make plans to attend FCA Regional Meets and the FCA National Convention in July.

Once again, I would like to stress the importance of pre-registration for these events. Pre-registering helps the hosting chapters in their planning and preparation for a successful meet.

The Chapters hosting the 29th FCA National Convention are putting together a schedule of events that will give everyone something to do. The Springfield, Missouri area has plenty to see and do and it is just a short ride to Branson. We look forward to seeing everyone there.

Carolyn and I would like to wish everyone the very best for a Happy and Prosperous 2008. Happy New Year!

Chuck and Carolyn



Regularly Scheduled Chapter Meetings

Alamo Chapter San Antonio, TX

2nd Sun.—monthly
Pig Stand, 1508 Bdwy.
San Antonio TX
(210) 287-4498

Arizona Chapter

Phoenix, AZ
2nd Sat. except June, July,
Aug. at Berge Ford, 460 E.
Auto Center Dr., Mesa, AZ
(480) 888-0589

Bluegrass Chapter Louisville, KY

2nd Sat. each month at
4:30 PM—Jefferson Co.
Government Center, 7201
Outer Loop
(502) 231-8715

Blue Ridge Chapter South Carolina

3rd Sun.—monthly
Greer, SC
(864) 879-1060

Capital City Chapter Austin, TX

3rd Sat. - monthly, 5 PM
(512) 832-0544

Carolinas Chapter Charlotte, NC

1st Mon.—7 PM
Ryans Restaurant
Concord Mills Blvd
off I-85
(704) 735-5077

Central California Falcons Bakersfield, CA

1st Tuesday 6:30 PM
Marcia's house,
5304 Southshore
661-587-8539

Fresno, CA

3rd Thursday at Applebee's
in Clovis, 98 Shaw Ave.
7:00 PM
559-322-0108

Early Falcon Car Club of Victoria, Inc. Australia

1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter Arkansas

2nd Sat - monthly
(501) 605-1370

Gateway Chapter St. Louis, MO

4th Sun.—monthly
(636) 946-6047

Golden Gate Chapter San Francisco, CA

2nd Sat.—Odd Months
(408) 293-5848

Great Lakes Chapter Michigan

3rd Sun.—bimonthly
(517) 849-7156

Hoosier Chapter Indiana

1st Sun.—monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 786-1638

Lone Star Chapter Mt. Pleasant, TX

3rd Sun.—monthly
(903) 572-9593

Metro Detroit Chapter Detroit, MI

1st Sun.—bimonthly
Pia's Restaurant
Ecorse Rd, Taylor
1 mile east of Telegraph
(313) 382-2993

Mid America Chapter Kansas City

1st Fri.—monthly
(913) 592-3571

Mile Hi Chapter Denver, CO

3rd Fri.—monthly
(303) 857-9360

Music City Chapter Nashville, TN

Monthly Meetings
Call for dates/locations
(615) 452-0321

NE Texas Chapter Gladedwater, TX

2nd Sat. monthly
(952) 334-1654.

Northland Chapter Minneapolis, MN

2nd Sat odd months
(763)-420-3050

River City Chapter Sacramento, CA

2nd Tue.—monthly
(916) 725-4110

So-Cal Falcons Burbank, CA

2nd Saturday—bimonthly
(818) 845-9725

Sooner Falcons Oklahoma City

3rd Sat.—monthly
(405) 205-3497

Sonoma County Santa Rosa, CA

1st Thurs.—monthly
(707) 539-2860

Southeast Chapter Georgia

1st Sun.—monthly
(770) 887-6268

Space City Chapter Houston, TX

2nd Sat - monthly
Prince's Drive-In, I-45 &
Fuqua; 6:00 PM
(713) 703-5110

Star City Falcon Club Roanoke, VA

Monthly meetings
Call for date/location.
540-254-1515

Virginia Falcons Richmond, VA

2nd Sun. even months
(804) 739-1615

Wheat State Chapter Wichita, KS

1st Sat. even months
(316) 838-7487

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THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25. (\$30 for Western Hemisphere, \$40 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. Please mark "FCA" on outside of envelope. E-mail address: wcrosby62@sbcglobal.net.

Classified Advertising

Falcons For Sale

1969 Falcon, rebuilt 200 CID engine. C4 transmission, recent brakes, radiator and exhaust. Body rough. \$1000 OBO. Andy Parker, 724-433-4534. Pittsburgh, PA.

1968 Falcon Sports Coupe rolling body. Good front buckets, doors, fenders, hood and deck. Little damage to roof area over driver, good glass. No front bumper. Five lug with factory front disc. \$400 OBO. Call 706-340-3753. GA.

1968 Falcon Sport Coupe (body) in good shape—all there and real straight and no major rust. There is no engine or transmission but it is a roller. It comes with a B.O.S only. \$600. OBO. Call Grant at 805-550-2425 for more info. Central CA



1968 Falcon Futura four door sedan, 289 V8, Cruise-o-matic, factory A/C, P/S. Well kept, rust-free Southwest car. Nice shape inside and out. 62,000 original miles. White over gold, white interior. New custom turbo duals, new brakes. Good driver. \$4700 OBO. Cliff Reisig, 505-585-5545 or hhazard87002@yahoo.com. NM.

1968 Falcon Futura, 4-door. All Glass is good. Body solid-no rust. 289 V-8 and auto transmission. Needs hood. Excel-

lent and easy restore project. \$1000. Call Randy at 479-208-0915. Van Buren, AR.

1967 Falcon station wagon. Frame rusted and broken. Lots of good body parts, good glass, extra chrome strips, tail light lenses, gauges. The car is located in Weirton, WV, it is in rough shape. Please email for photos, lashonee@yahoo.com. Ed Lassan, 615-319-0383, P.O. Box 90851, Nashville, TN.

1967 Falcon Sports Coupe. Six cyl., auto. Professional body restoration in 1996. Red with black bucket seat interior. Urethane paint, no road salt exposure, Pennsylvania inspection. Runs 100%, needs nothing but a new home. \$5200. Theodore Carman, 215-257-3197 or ctcarman@enter.net. PA.

—Continued on page 21

How to Advertise in The National Falcon News

Email your classified ads to: wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when I have to edit and correct every word of the message. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver.

WRONG: ' 64 ford falcon futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastn pennsylvania

RIGHT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. ea. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to wcrosby62@sbcglobal.net. Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**

Front End Alignment

Does your Falcon/Comet have a mind of its own as far as what direction it wants to head in? Maybe its time for a front end alignment! Understanding what's involved in an alignment will better prepare you for seeking a qualified professional that can get your baby tracking straight and true.

Can it Be Aligned?

Before you head out to get an alignment done, it is imperative that you have all of the front suspension and steering parts in good working order. The Falcon/Comet front suspension consists of an upper control arm, lower control arm, coil spring, spring saddle, front strut rod and a shock absorber. The steering consists of upper and lower ball joints, tie rod ends, adjusting sleeves, centerlink, drag link and a steering gear box. Each of these parts can wear out due to many miles of roads well traveled and lack of maintenance (called an annual grease job). Lets review each part and what can wear out.

Upper Control Arm (also called an A arm)

The upper control arm pivots up and down on a shaft. That shaft threads into two large nuts, the nuts then thread on to the upper control arm. The treads on the shaft wear out, the first sign of wear is the squeak or grown during suspension travel. The shaft can be grease to increase its service life.

Lower Control Arm

The lower control arm pivots up and down on a bushing, just below the motor mount. Typically, the bushing is an inner and outer steel sleeve that encapsulates rubber. Over

time the rubber deteriorates and the bushing should be replaced,

Coil Spring

Transfers the weight of the car to the upper control arm. It sits in the shock tower and is attached to the upper A arm by a spring saddle. Coil springs get weak with age, and if the car has noticeable sag they may need to be replaced.

Spring Saddle

Attaches the bottom of the coil spring to the upper control arm. It contains a pivot assembly that allows the coil spring to stay seated on top of the upper A arm during suspension travel. Early Falcons/Comets (1960-63) had greaseable bronze bushings in the spring saddle. Later models switched to steel bushing with encapsulated rubber. The bronze bushing type will wear out and the encapsulated rubber ones will deteriorate. The bronze bushing type should be greased to increase its service life.

Front Strut Rod

Attaches to the lower control arm and the front frame cross member. On early Falcon/Comets the strut rods are adjustable; sometime in 1964 the strut rods became un-adjustable. There are large rubber bushing at the front of the of the strut rods that deteriorate over time.

Shock Absorber

Runs through the center of the coil spring and attaches to the top of the shock tower and on the lower end to the spring saddle. They wear out with age and miles.

Upper and Lower Ball Joints

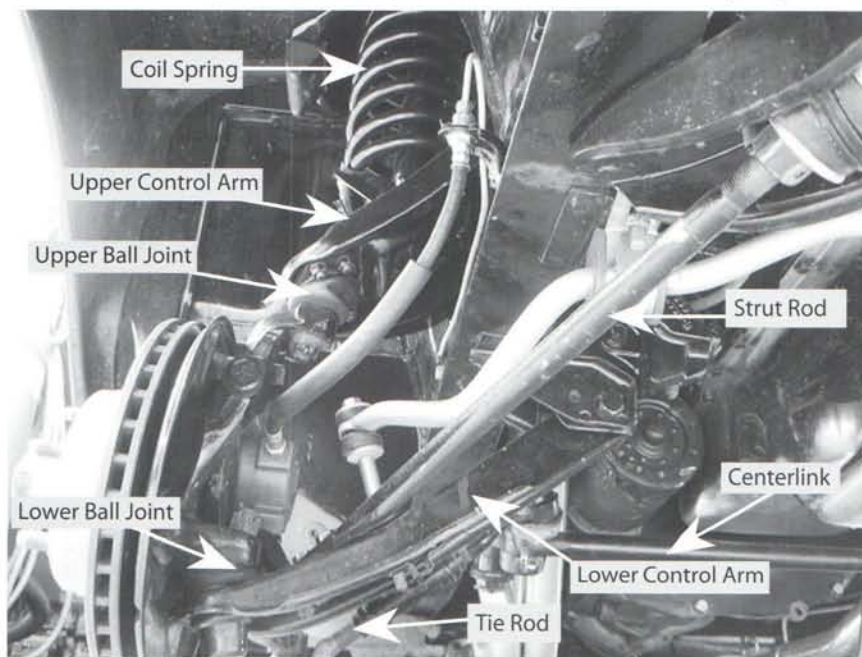
The ball joints tie the upper and lower control arms to the spindle. Age, dirt and rough roads wear out ball joints. Ball joints should be greased at each oil change.

Tie Rods

A self explanatory name, tie rods tie the spindles to the steering box, so the wheels can steer. A tie rod is really another ball joint. There are four tie rods, an inner and an outer on each side of the car. Age, dirt and rough roads wear out tie rod ends. Tie rod ends should be greased at each oil change.

Adjusting Sleeve

A threaded hollow sleeve that ties an inner and outer tie rod end together. It is threaded to allow adjustment. There is one on each side of the car.



Centerlink

A long steel rod that ties the inner tie rods to each other. It also fastens to the pitman arm on the steering gear box and to the drag link.

Drag Link

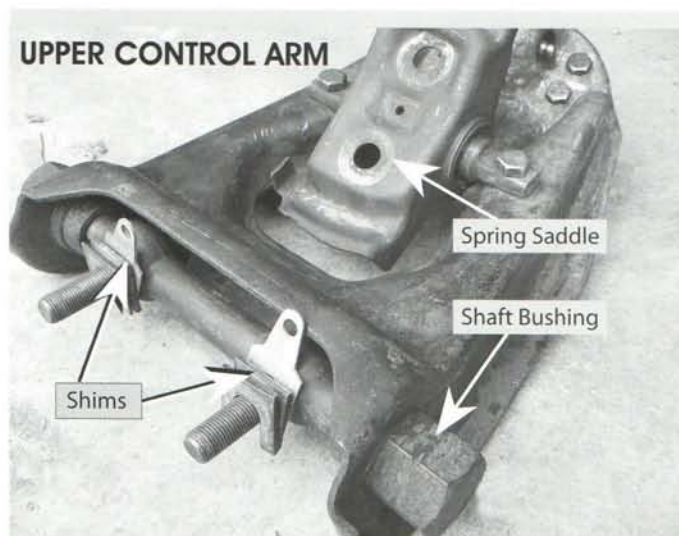
This supports the centerlink on the passenger side of the car. It contains a bushing that allows a shaft within the drag link to pivot as the vehicle is turned. The bushing can wear out with age.

Steering Gear Box

This is what converts your rotary steering wheel motion into linear motion to shift the wheels left or right. It contains bearings, gears, and steel balls. Each of these parts can wear out with age. There is grease in the steering box that should be checked every 20 years or so!

Before paying for an alignment you should have a qualified automotive technician check all of the suspension and steering components for wear. Absolutely no way can an alignment be done if any one of the above mentioned parts are worn out.

UNDERSTANDING THE ALIGNMENT PROCESS



An upper control arm removed from a car. Note the location of where the shims go to adjust camber and caster. If your suspension creaks and groans, it is probably due to lack of lubrication at the upper control arm shaft bushings.

When a Falcon/Comet is aligned, four areas are checked and adjusted if necessary. The four areas are:

Camber

Camber is the angle of the tire to the road. Negative camber leans the tire in at the top (towards the motor) and

Positive camber leans the tire out (away from the motor). The object of camber is to keep the tire tread flat on the road. A sign that camber is not adjusted properly is the inner or outer edge of a tire wearing faster than the rest of the tire. Camber is adjusted by placing shims behind the bolts that attach the upper control arm to the shock tower.

Caster

Caster is the angle of the upper and lower ball joints to each other. Positive caster leans the top of the upper control arm towards the driver (in relationship to the lower control arm). Negative caster leans the top of the upper control arm away from the driver. A little positive caster will help the steering wheel return to center after a turn is completed. Too much positive caster will increase steering effort. Caster is adjusted by placing shims behind the bolts that attach the upper control arm to the shock tower.

When adjusting caster and camber it is desirable to have each side of the car similarly adjusted. A vehicle that pulls in one direction is likely due to differences between each side.

Toe

Toe is the angle of the front wheels to each other. Zero toe would mean that the front wheels are parallel to each other and aligned with the rear wheels. Toe-in means that the fronts of the tires are turned slightly towards each other. Toe-out means the fronts of the tires are turned slightly away from each other. Toe is adjusted by rotating the adjusting sleeve between the inner and outer tie rod ends on each side of the vehicle.

Centered Steering Wheel

When going down the road it is nice to have the wheel facing straight when the car is going straight. This is done by rotating the adjusting sleeves between the inner and outer tie rod ends on each side of the vehicle. This is considered by most technicians to be part of adjusting toe.

THE ALIGNMENT

A modern alignment is done on a pretty sophisticated piece of equipment. The alignment machine will make use of a computer, lasers and photo optics to precisely measure your wheel locations in reference to each other. A typical alignment machine will cost upwards of \$20,000 and requires a highly trained and skilled technician to operate it. It will probably take a minimum of 2 hours to do the alignment.

Your car will be placed on a large rack (lift), each wheel will be raised and have an alignment head attached. Each wheel will be rotated with the alignment head to check each wheel for run out (run out is a measure of how straight your rims are, hit any curbs lately), this is called compensated. Once each wheel is compensated, a caster sweep will be done (this involves steering the wheels in each direction). The techni-

—Continued on page 10

Tech Tip (con't)

After camber and caster are in spec, the steering wheel is centered and the toe is adjusted to specification.

POTENTIAL ISSUES

Before heading to the alignment rack with my Falcon Sprint hardtop, I replaced all of the potential wear components. The car was placed on the rack and the alignment was begun; the technician (me) could not get a consistent reading. It was determined that there was a binding in the suspension someplace. I went back home and disassembled the suspension and found that I had over tightened the upper control arm shaft nuts. Returning back to the rack, again a consistent reading could not be obtained. In examining the situation, it was determined that the super heavy duty front coil springs that were in the car had the tie rod ends at such an extreme angle that on suspension extension they were binding up. Returning home again, the front suspension was disassembled again and the coil springs were replaced. Back on the rack again and this time a good consistent camber/caster was achieved. A quick trial run and the car drove nice and straight, but was a little twitchy on turn in. Back on the rack again a little more toe-in was added. The car now steers very nicely and goes down the road nice and straight.

Some of my Falcon/Comet buddies have been turned away from an alignment shop because the alignment heads could not be mounted on the rear wheels. The issue is the quarter panel sheet metal covers up the upper portion of the rear tire. I had this issue occur on my 1963 convertible and resolved it by lifting the frame of the car to gain clearance and then mounting the alignment head horizontally instead of vertically after the wheel was compensated. The vehicle was then lowered for the alignment process.

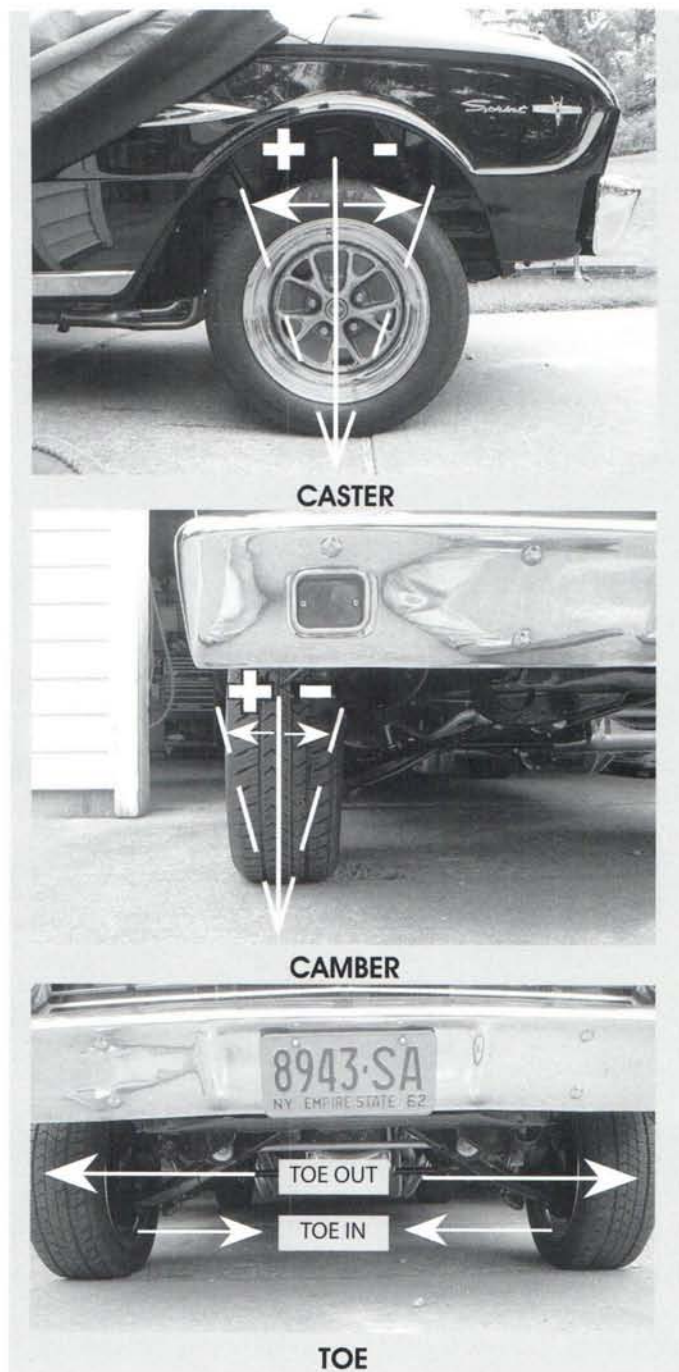
Footnote

I work for a technical college and have access to an alignment rack. I spent at least 30 hours on the rack. Obviously I am not a highly trained automotive technician! The Falcon/Comet is a real bear to align. You have to get under the hood to loosen the upper control arm, then get under the wheel well to add or remove shims and return to under the hood to tighten the upper control arm (of course some of the shims will fall off at this point). This process is repeated time and again until the specs are met. With experience, I got my time down to about three hours.

My advice is to look for an alignment facility that has a fixed price alignment and an old guy. New vehicles are mostly aligned by turning bolts and shims are not required. This is much simpler and much more accurate.

Dick Harrington is a frequent contributor to The National Falcon News. He lives in Delhi, New York.

Neither the Editor nor the FCA assume any responsibility of the accuracy of technical information.



cian will now have a read-out of your car and can compare it to the vehicle alignment specifications (this information is stored in the computer and yes, Falcon and Comet data is there).

Camber and Caster are adjusted first. Since both caster and camber are controlled by shims behind the upper control arm, it is a balancing act to get correct. A 1/32" shim will change either caster or camber about a 1/2 degree. The process involves loosening the upper control arm bolts, prying out on the upper control arm and inserting a shim. The control arm is then tightened and a caster sweep is redone. This process is repeated until the vehicle is brought into camber and caster specification.

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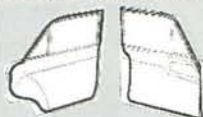


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D0AZ-6243720-A **\$27.50**

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Letters to The Editor

File this under the category: “What Makes It All Worthwhile...”

Dear Wendy,

Congratulations on being our Editor for ten years!

Wendy, you are a true professional and it really shows in your final products. I love the way you approach people—you make us feel like you have known us for years! Thanks for the article that you did on me and my “Hotshot Delivery.” It has opened doors and loosened any hesitation anyone may have had in approaching me. Let’s face it, there are not a whole lot of FCA members who are African Americans. Your article showed that I (we) are just like the all the rest of the members who love those Falcons!

I am proud to say that you are one of my friends. I look forward to seeing you again in Springfield next year at the Nationals. I plan on bringing my Delivery again.

Again, good job, my friend,
Ron Talley
Birmingham, Alabama

Harold Henry’s Ranchero

Dear Sir: (sic)

When I got my October Falcon magazine, I was surprised—the Falcon Ranchero on the cover is the same as my 1965 Ranchero. My Falcon was featured in *The National Falcon News* about five years ago. These two pictures show the whole car and my name, Harold, on the doors.

The Ranchero has 100,000 miles; the original engine was a 170 straight six and transmission. That has been replaced with a 1981 T Bird six, and a 1966 Mustang automatic with floor shifter. I drive it every weekend and get from one to four compliments each time. It’s a fun little vehicle to drive, I knew it when it was brand new.

Sincerely,
Harold Henry
Gatesville, Texas



Falcon Collector of Alaska



I have 11 Falcons and every style except a convertible or sedan delivery. I have a two door 1964 wagon that is complete. I have a 1962 four door wagon (no motor or transmission). I also have three 1964 and 1965 two door hardtops and three 1964 two door sedans, plus a 1964 Ranchero with factory 289, 4 speed that is complete and has won a trophy for being the most consistent in the quarter mile.

I also have taken apart several cars and have lots of extra hoods, bumpers, axles and a lot more.

I have a 1964 Fairlane in excellent condition, and a 1970 Torino as well as a lot of F series pickup parts.

I have been a Ford collector for about 20 years. So if your members need any parts, feel free to call me and see if I have what you need for your car or truck.

You can reach me at 907-892-7639 from 8–5 daily. Or write to Randy Snelson, P.O. Box 399, Houston, Alaska 99694. I’ll be happy to assist you in finding what you need—just call and inquire. We are two hours time difference from Arkansas, so in the summer we have, like 20 hours of daylight—it’s project time galore for the Ford Man of Alaska. I am known in Alaska for being the biggest Ford collector.

I have been a member of the FCA for many years and am intent on advertising your magazine and getting other members to join. When I travel outside of Alaska, I show *The National Falcon News* to all the Ford people in all the states I visit. I have lots of pictures of other Fords, Falcons, Ranchero and other styles of Fords in excellent condition.

When my copier gets fixed, I will send pictures of friends and projects from start to finish and you can put them in the magazine to fill your needs.

Here are a few of my Ranchero, which I will send from start to finish soon.

Randy Snelson
Houston, Alaska

—Ed. Note: Ruby forwarded this letter from 2006, still waiting for the photos and story of the ground-up restoration. Randy, send ‘em in!

Travis Lipinski, 24, searched high and low for a non-hot rod Falcon before he ended up with this sweet 1961 two door sedan. The Falcon had managed to weather the years well, with only 48,000 original miles and without any repaints or major accidents. In Travis' words, "It is truly a survivor." He chose the locations for his photos with that theme, the Pleasant Valley Drive-in Theater, which is still in existence, and historic Cape Cod in Massachusetts. Travis lives in Torrington, Connecticut.

He has made some minor improvements to the Falcon, detailing the factory 144 cubic inch 6 cylinder engine, adding new tires, carpet and interior to make the Falcon "road ready."

The Falcon was sold new to Joan Wilson, of Providence, Rhode Island. She bought it at Fred Higgins Ford in Warwick, and Travis still has all the original paperwork.

The story has it that Joan was a retired school teacher, who rarely drove out of the city. She drove the Falcon until, one day, she backed up into something, leaving a small dent in the right rear quarter panel. It was then decided that the family would keep the car up and registered for Joan's mental well-being. It was stored in her garage from 1970 until 2002, when the family decided to sell the car. When Travis bought the car, the plates and emission stickers were all dated 1970 and were still on the car.

When Travis was conducting his seemingly futile search for an unmolested Falcon, he had just about given up until one morning, when he was in class, supposedly preparing for his college graduation, when he came across the ad for the Falcon. He took one look at the car and heard the story and in his words, "I was sold."

The Falcon is back on the road, looking just as it did when Joan had it parked in her garage.

Thanks to Travis for carefully tending to this low mileage original survivor.



Travis Lipinski's Unmolested Low Mileage Original 1961 Falcon A True Survivor



Minnesota Moments

Randy Lott was born in 1961, so his 1961 Falcon has a special place in his heart, although this custom ride is not what you might expect when you hear "1961 Falcon sedan" roll off the tongue. This is no little old lady car!

When Randy got the Falcon, it was a bona fide California race car that had originally been built in 1974. Over time, Randy and a friend met periodically to modify the Falcon and worked on a Camaro at the same time. Randy actually started out with the Camaro, but ended up with the Falcon.

When Randy bought a 1974 Maverick, the dealer offered him a \$25. trade-in for the Falcon. Randy said, "No way! I'd let it rot in a barn before I'd take \$25. for it."

During the time Randy and his buddy worked on the Falcon, every piece came off and was replaced, everything is brand new.

The exterior is a beautiful Black Cherry color that really draws attention, while being understated at the same time. They finished the rest of the car in 1994.

There is no front bumper; it is replaced with a fabricated strip. The engine is a V8, light cam on a 302, and he says "the heads are next." The custom interior is from a 1974 Mustang II, it is black and cherry two tone. The Grant steering wheel leaves plenty of room for the many

—Continued on page 18



Randy Lott's 1961 Falcon custom on the show field in Minneapolis



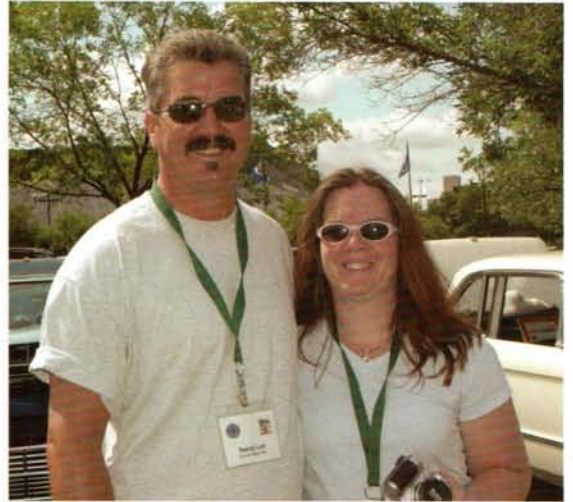
Not your average 1961 Falcon dash set-up



Interior detail



Classy black and cherry interior perfectly suits the Grant steering wheel



Becky scouts out the car shows, Randy does the Falcon.



Retaining original lines during a customization can be tricky, Randy has hit the perfect balance in the '61 sedan.

MINNESOTA MOMENTS: FIFTH IN A YEARLONG SERIES.

The Editor spent the weekend of the Falcon National Convention, talking with Falcon owners and photographing Falcons from across the country. The bonus was meeting so many nice people along the way! Thanks to Randy, and everyone who spent their time talking with me!



Falcon Family Photos

Editor's Note

Some FCA members send their photos and stories to Ruby, our Corresponding Secretary, at the Post Office Box address in Arkansas. Ruby's job is to handle all the membership matters, and she has her hands full with that!

Although she faithfully catalogs and sends along all magazine material to the Editor, it may not appear in a timely manner. To avoid longer delays, send your photos and stories to the Editor directly at the address on page 6.

THEO GERRITS



Theo Gerrits of Kelseyville, California (FCA #11046) sent these Falcon shots to Ruby. His Ranchero was shot in Death Valley, during Christmas of 2002, and the other is a junkyard find.

Edward Phillips



Edward Phillips of Franklinville, New Jersey (FCA #11820) sent this photo of his green two tone convertible. Although he didn't identify it by year (and I ain't guessing) it looks like a 1964 or 1965. Love the fender skirts!

Falcon Family Photos



Mark Streib, of Hayes, Virginia (FCA #12620) sent photos of his two very red Falcons, a 1963 1/2 Ranchero and a 1963 1/2 Sprint hardtop. Both are 260 V8, and the Sprint is a four speed.

MARK STREIB



WAYNE GANN



Wayne Gann of Nashville, Tennessee (FCA #13013) sent this photo of his 1963 Futura convertible that he is trying to sell. It is red and white with red leather interior. It has a 260 V8, four speed with bucket seats, factory console, mags, new front tires. Runs good and sounds great! Top is in good shape. It is not a perfect car, but very original and solid, with no rust. He is asking \$12,500 OBO.

He also has a 1964 two door sedan. It is original with a 170 6 cylinder engine and three speed transmission. Needs paint and some body work. It has lots of new parts and is a turnkey car. He is asking \$1800 for it. Contact him at 615-876-2582.

TOM MARINO



Tom Mariino (FCA #11667) of Palm Springs, California sent this photo of his very nice Ranchero from the Cool Zone.

Are you trying to sell your Falcon? Do you have a story or photos to share with FCA members? Please send directly to the Editor at the address on page 6 for more timely attention.

Thanks to Ruby for forwarding all correspondence she receives to the Editor.

Minnesota Moments

Continued from page 15



Yummy Black Cherry exterior is sweet and tart and delicious looking!



Randy and Becky Lott



Foundry cast Falcon spear



Fabricated metal strip replaces front bumper



Plenty of interior space with Grant wheel and Mustang II interior

gauges on the dash and the transmission is automatic. The most difficult part of the build was having the Falcon spears foundry casted. He keeps fine tuning it on a regular basis, at Convention time, Randy said that the motor and transmission are tight.

This is the first and only Falcon Randy has ever had, he considers it a hobby and drives it to local car shows on a weekly basis during the show season, which in Bloomington, Minnesota, is not exactly year-round. Randy's wife of two years, Becky, is the one who scouts out and sets up all the car shows—very nice to have a partner with similar interests. Randy says that showing the Falcon is versatile, "I can enter any show, the '61 is a good year, it is a V8, but not a muscle car, which many shows exclude."

Randy considers himself a hobbyist, not a collector. The day we chatted about his Falcon was the same day he joined the Falcon Club of America—he had picked up a flyer at a "Back to the Fifties" cruise night and had decided then to join during the National Meet.

Randy thinks that the FCA will "grow out of control in the next few years, with younger members bringing their attention to creative modification of all years and models of Falcons. As the interest in muscle cars increases, and there are no more Mustangs, the Falcons are stepping up and filling the gap."

Randy's 1961 sedan is certainly a harbinger of that thinking, it is a breath of fresh air that pays tribute to the classic Falcon lines, while employing subtle, and not-so-subtle personal and unique variations that make this one very distinctive—and fun—Falcon.



Hood up or down, it's a real beauty!

In Loving Memory...

Wade's 1963½ Futura

*T*ony and Gloria Gardy of Phoenix, Arizona are the proud owners of this 1963½ Falcon Futura. The Futura was refurbished and owned by their son, Wade, who passed away in 1999 of cancer. They now drive and show the car in Wade's memory.

The car was totally restored in 1989 and shown in many Arizona car shows, as well as Hot August Nights, in Reno, in 1997 and 1998. Tony and Gloria also show it at the Scottsdale Pavilions Car Show every Saturday afternoon. The Scottsdale show is the longest continuing car show since 1985.

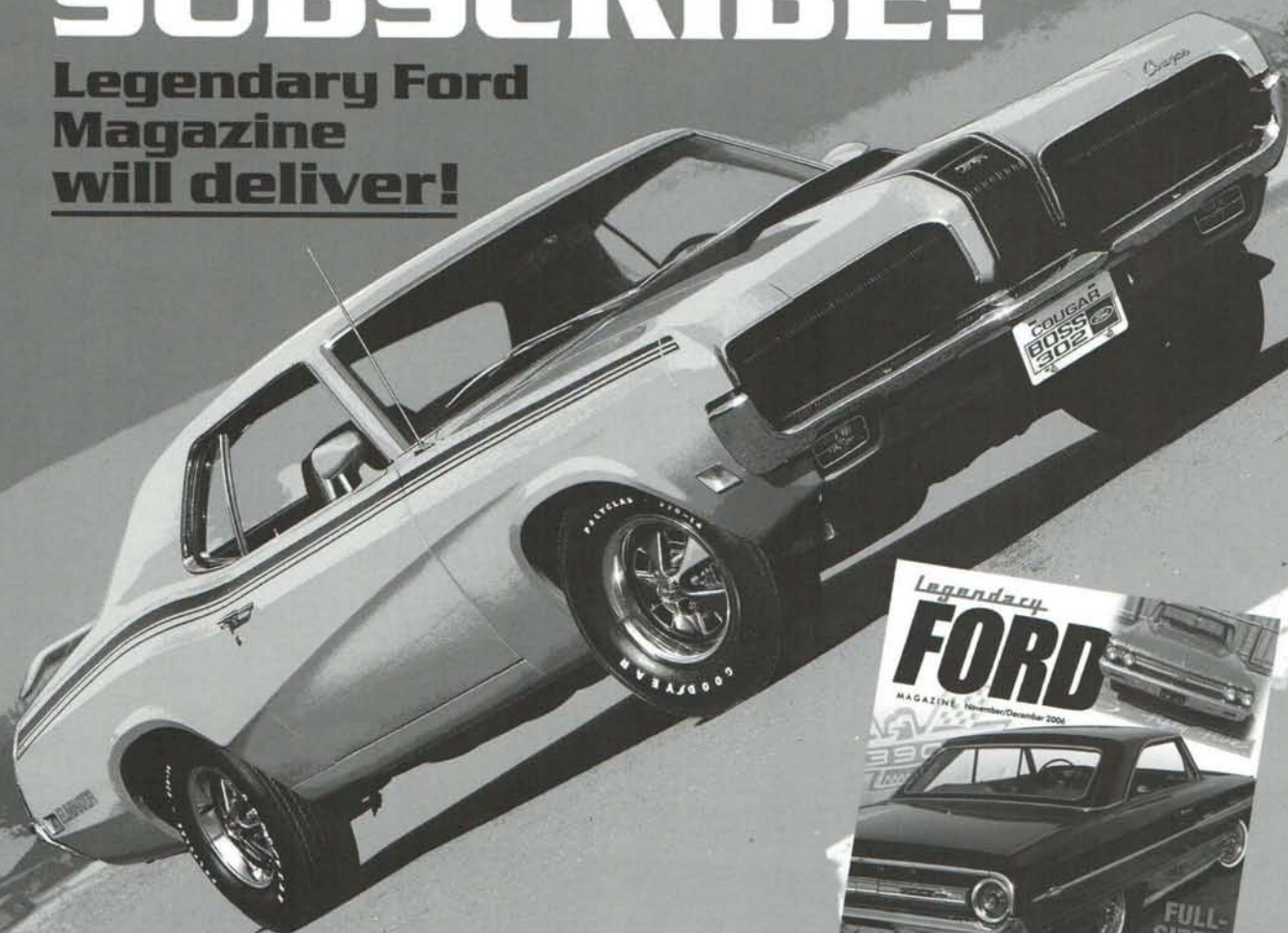
The Futura is stock except for a 1996 Mark 302 engine, Ford AOD four speed "reworked," 9 inch modular rear end with air shocks, Granada front disc brakes and spindles and a dual master cylinder. Another slight modification is the approximately \$4000 in stereo equipment which compliments this "incredible sleeper."

Tony writes, "It's a pleasure to drive this steed, it's so hard not to punch down on the pedal on the open road! We get a lot of compliments on the Falcon at car shows and we are proud to show it in honor of Wade."

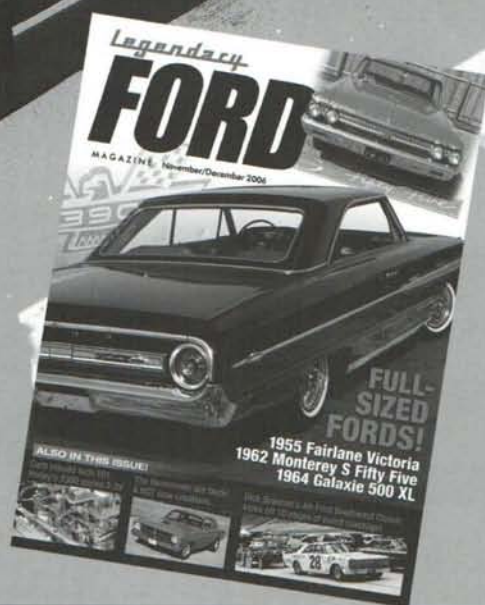


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Classified Ads (con't)

—Continued from page 7

1967 Falcon Futura Sports Coupe. Six cylinder engine, automatic transmission. Black vinyl top, bucket seats. Third owner, excellent condition. Runs and drives great. Aftermarket A/C. \$7500. Edward S. Mitchell, 258 Rolling Meadows Lane, Saluda, SC 29138. Call 864-980-6031 after 7 PM Eastern time.

1966 Ford Falcon Ranchero. 200 Six cylinder, three speed on column, runs good. I have too many projects. I have three Rancheros, will sell all together or separately. \$2000. Stan Mitchell, 864-980-6031 after 7:00 PM Eastern. SC.

1965 Falcon Sedan Delivery. 200 CID, 6 cyl, Auto. New floor pans, windshield rubber, and headliner. Needs some body work and paint. \$5,000. Call Jay Ellis, 513-724-3930 OH.

1965 Falcon Futura 4 Door Station Wagon. 200, 6 cyl with electronic ignition, 3 speed. White with red stripe &

interior. Car is complete. Can be driven home. Can email picture. \$2300 Andy Trahan, 337-278-6954 or dreuxtrahan@cox.net. LA.



1965 Falcon Deluxe Ranchero. Red and white. Restored to original. New interior with bucket seats. New tires and brakes. Original add on Ford air conditioning. Drive anywhere. Over \$20,000. invested. Asking \$14,900. John Prosje 954-467-8371 or kelautoaircondit@bellsouth.net. FL.

1965 Falcon 4 door wagon. 289 CI V8, C4 automatic transmission. Body straight but needs paint. Asking \$1200. Contact

J.B. Long at polecat1010@yahoo.com. Car is in San Leandro, CA.

1965 Ranchero with 289 engine, C4 transmission. Red with Black Interior. Rust on quarter panels, doors and underneath hood. Dash chrome (plastic) pitted. Body mouldings missing. Car located in Northern New York. Asking \$4000. Rod, 352-598-0602 or restafford@yahoo.com FL

1964 Falcon Sprint Convertible. 260 V8. Rare 4 speed, bench seat, convertible. Excellent original condition, no rust. Numbers 146,000 miles. \$14,500. Jim Cook, 765-564-4443 or jcplace2@ffni.com. IN.

1964 Sedan Delivery Deluxe. Car is a coded 78B, one of 98 made. Owner knows of one other that may be in

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existence. Strong runner (302 Roller), modified interior, Versailles rear end and disks all around. Needs a little repair to the gutters (one side done) and a brake job. Asking \$16,000 OBO. Photos on Sonoma County Falcons for Fun website. Contact Douglas at 707-894-7424 or dlaurice@earthlink.net. CA.

1964 Falcon Futura Convertible. Looks great. Six cylinder, 170 CID. 94,000 miles. Rangoon Red, black interior, white top. \$6,500. OBO. Call Con at 571-437-9521 or con@kohldesigns.com. Northern VA.

1964 Falcon four door sedan, 170 special. Three speed manual transmission. New brakes. Interior is very good, body and paint are fair. Engine runs great. Needs floorpans, clutch and exhaust.

Asking \$1000. Jeff Schadle, 319-472-5395. IA.



1964 Falcon 4 door sedan. 260 V8 engine, 2 speed automatic, Ford factory air conditioning. Well maintained rust free original, excellent condition inside and out with 107,500 miles. Interior expertly redone with NOS fabrics, excellent Chantilly Beige paint with clear coat. Runs great. First place in it's class at Falcon Nationals 1998. \$6000. Mike Nichols 970-385-7538 or email twoforsteam@hotmail.com. CO.

1964 Falcon 2 door sedan, 6 cylinder engine with standard shift. Body in good shape, runs good. Restoration started, but needs to be completed. Asking \$1800. OBO. Call for more info. Wayne Gann, 615-876-2582. IN.

1964 Falcon 4 door station wagon. Good trim and glass, rusty floors, \$850. MN title. Call Tim, cell 701-238-1277, home: 218-937-5682. West central MN.

1964 Futura convertible; rolling chassis. V-8, standard shift, power steering car. Exceptional floors, frame and solid body. Off the road since 1976 and stored indoors. \$2900. Also 1967 engine and excellent four speed top-loader package available complete,

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Classified Advertising (con't)

—Continued from page 23

\$1450. Theodore Carman, 215-257-3197 or ctcarman@enter.net. PA

1964 Falcon DeLuxe Ranchero. A Texas vehicle, no rust or bondo ever. New Rangoon Red paint, interior, with many NOS parts. Six cylinder engine with 3 speed manual transmission. \$8750. Don Pelton, 903-852-7067. TX.



1963 Falcon Futura convertible, light blue, 6 cyl. engine rebuilt in 2001, few miles since then. Two speed, seats, top, carpet etc. in average+ condition, small bubbled rust one fender, rust in trunk, more photos available, Neat car! \$6900 OBO. Ray Heffington, 386-212-8282 or Ray-Lonna@HeffingtonAndAssociates.com. DeLand, FL.

For sale: three parts cars; 1963 Falcon Sprint \$650, 1963 Falcon 4 door, \$250., 2 door Mustang II IFS \$450. Call Tim, cell 701-238-1277, home: 218-937-5682. West central MN.

1963 Falcon Futura Convertible, white exterior, white convertible top, red interior – new carpets, new upholstery, new door panels, always garaged, 6 cylinder, automatic transmission, great car, \$12,000.00. Joanne Henderson, 314-894-3024 or jojofalconlady@sbcglobal.net. MO.

1963 Falcon 2 door sedan. 170 cubic in. completely reconditioned and rebuilt engine. The interior was redone with original fabric. Headliner replaced. New rubber on front and rear windows and doors. New tires, grille and gas tank. All chrome was redone and the car was repainted blue. Over \$12,000 invested,

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asking \$8,500. Richard Hostetter, 717-838-1091 or rh1091@comcast.net PA.

1963½ Sprint Convertible "Basket Case" Torn down, some metal work complete. Many new replacement parts. Lost interest. \$2000. Bob, 724-265-2765 PA.

1963½ Sprint Convertible, 4speed manual. Flooded in paint room. All trim/chrome/tach removed prior to flooding, all safe and secure. The body and mechanics were fine prior to flooding over the hood. \$3250. Steve, 504-908-5210. New Orleans, LA.

1963 Falcon convertible 260 V8 4 speed. Lost interest due to recent (botched) paint job. \$4500. firm. Ben, 858-452-1303. CA.

1963 Falcon 2 door hardtop. Customized in Darryl Starbird's shop in the mid 60's. This has a 289, 4 speed, bucket seats, and console. This car runs fine and is a lot of fun to drive. Still needs a couple of items to make it top notch. \$12,500. Call Tim Sutherland 316-655-0697. Wichita, KS.

1963 Falcon wagon parts car. Car is complete but rusted beyond any idea of

repair. 260 V8, 3 speed, 3.25 rear. No title. All mechanical parts are in place. \$700. Call Jack, 856-547-7016 after 6 PM. NJ.

1963 Falcon Sprint Convertible 289, 3 speed. Pretty good shape car with minor details to work out. Call Tim Sutherland 316-655-0697. \$10,000. Wichita, KS.

1963 Futura 6 cylinder, auto. Restored to original with parts. Car and lots of parts, \$4000. Dan Hatch, 731-824-2480. TN.



1962 Falcon Station Wagon. Original rust free Arizona car. White & Chestnut brown. New radial tires. Deluxe package. Air conditioning. Six cylinder later model, with automatic transmission. Drive anywhere. \$10,900. John Prosje 954-467-8371 or kelaautoaircondit@bellsouth.net. FL

1962 Ranchero, 302, C-4, dual exhaust, Mustang shifter, 14" 4 lug chrome mod wheels, good tires, blue & yellow plates,

clear title, cert. of non op. Not running, needs wiring harness and floor pans. \$1000. OBO. Mark, 916-595-4236 Sacramento CA.

1962 Falcon 4 door sedan, 144 CID, auto. Clean and straight, no rust or bondo. 31,177 miles, good tires and brakes. Red and white exterior, red and silver interior. OE Shop Manual, many extra parts. I also have the title. Asking \$6000. Write for more information. Vernon LeDuc Jr., P.O. Box 1454, Keystone Heights, FL. 32656-1454.

1962 Falcon sedan delivery. 170 cid with 3 speed on the column. New tires. Electric rear window. Daily driver or easy restoration. \$5995. Don Bougher, 503-868-7500 or rainbow.farms@att.net Box 5108, Salem, OR 97304.

1961 Falcon 2 door coupe. Third owner, black plate California car, originally a Hertz rental at SF airport. Owner has Hertz paperwork and clean title. Car has moon wheel covers, KYB's, great seats, good body trim, great grille and good front and rear bumpers. Body has some minor dents and a few rust spots, but is amazingly intact for its age It has a 170 CI six cylinder engine and two speed automatic. This is not a perfect car, but would be a great project or commuter. Car does not run, needs brakes. I really want this car to go to a Falcon family.

Asking \$1000, but would trade for FE performance parts. Car is in Santa Cruz, CA. Jim L, voodoojl@comcast.net.



1961 Falcon Sedan Delivery. 260, V8 standard 3 speed on column, dual exhaust. White with blue stripes. Straight body, no dents, excellent glass, grille and trim. \$7500. L. Kowalsky, 210-616-0854. TX



1961 Falcon first year Futura; new seat covers/mats/padded dash/original color paint; re-chromed bumpers; perfect grille; 5 rare original hubcaps; 95,000 miles, needs undercoating; 85%+ restoration and book value of \$9,000+; Asking \$6,000. OBO. Will deliver to much of the east. Ray Malenfant, 302-492-8715 or dasfalcon@dmv.com. Email for pix. DE.

Falcons For Sale: 1964 Futura H/T perfect rolling bare body and chassis in dark gray primer. No rust or body repairs. \$3500. 1965 Futura H/T bare body. Shock towers removed, Pinto front end. Great for race car or street machine. \$1000. 1965 Futura H/T bare body. Solid. All new front suspension. V8 car. 1968 Falcon 2 dr Coupe. Some rust in quarters or parts. \$500. Numerous other Falcons for sale. Call or email Don Branson, 636-228-4501 or dbranson@mail.win.org. 4097 Hwy T, Marthasville, MO 63357



1960 Falcon Tudor: Rolling chassis. no motor or trans; has an automatic brake pedal. A good body with very little rust. Right floor pan has been replaced. Has optional factory electric wipers and radio. I have many drive train options at additional cost. No title. \$750 as is, Lenny Kellogg 970-593-1964, or lenkellogg@lpbroadband.net. CO.

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Classified Advertising (con't)

—Continued from page 25

Falcons Wanted

Wanted: 1965–1969 Ford Falcon Futura station wagon. Want something that needs work. Michael Murphy, 716-883-3689. Buffalo, NY.

1964-1965, Red-on-red restored convertible. Bucket seats, V8, auto, power steering. John Waugh, 760-723-0705 or send email to JCW123@sbcglobal.net. San Diego County.

Parts Wanted

5-bolt bell housing to mate to C-4 that fits 1963 1/2; 260 V-8. R.L. Hall, 417-882-7617. Springfield, MO.

Wanted: Falcon Sprint Tachometer in excellent working condition. Please contact Jeff Schlink with details at 309-454-9384. IL.

1963 Falcon Delux 2 door wagon parts. They must be in excellent condition either NOS or used: front and rear bumper, grill, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, power tailgate window parts, etc Keith Litteken 11394 Revere Ln., St. Louis Mo. 63128-1416. 314-351-1789 or kslitteken@aol.com.

Looking for a factory tachometer for 1964 or newer Falcon. Call Ed, 215-493-6749 anytime. PA.

Can anyone HELP? I need a hood to fit a 1967 Falcon. I have been searching everywhere. George Soresino, 386-586-1064 or junglems_2001@yahoo.com. FL.

Wanted: Rear quarter window stops (4 per window) for 1964 Falcon Sprint Convertible. Metal trim for 1964 Sprint arm rests. Call Patricia D'Alessio, 321-255-6639 or p3puttpatty@aol.com. FL.

Run a Photo Ad!

Want to make your Falcon really stand out and sell fast? It's easy to include a photo with your classified ad for only \$20. See guidelines on page 7 for submission and payment.

1964-65 Front bench seat for a Convertible. Bruce Young, 303-458-7408 or email youngrogers@earthlink.net. CO.

1962–63 Ranchero/station wagon gas caps. Wayne Stephenson, 7853 Quill Garden Ave., Las Vegas, NV 89149.

For 1962 Sedan Delivery. Want to buy or plans to build, the wood platform that goes between the front seat and the cargo area. Rear cargo floor mat. Door panels for steerhead interior, must be excellent to mint. Gordon, 313-543-3197 or gkraning@sbcglobal.net.

A complete rear axle assembly from a 1960 Ranchero or Station Wagon with the 144 engine. The axle code is 2 as seen on the door data plate and the ratio is 3.89:1. I will also consider axle code 1 with a 3.56:1 ratio from the same models. Phone Joe Tatti, 905-335-2834 after 6:00 pm EST. Ontario Canada.

Dagenham shifter mechanism for a Falcon 6 cylinder 4 speed in very good to excellent condition. Chris Coleman, 602 Noowick Road, Mill Bay, British Columbia, Canada V0R 2P4. Phone: 250-743-1018 or -mail gccoleman@shaw.ca

Parts For Sale

Brand new tires. Winston Classic tires P205/75R1495S Standard Load 305-22 TBLS Treadwear 560 Traction A Temperature B. \$100.00 for all four tires.

Joanne Henderson. 314-894-3024 or jojofalconlady@sbcglobal.net. MO.

1966-70 Drivers Side Door with glass and door panel for a 2 door sedan. \$35. 1966-70 Drivers Side Door for a 2 door sedan without glass, \$25. 1966-70 sengers Side Door for a 2 door sedan without glass, \$25. 1966-70 Trunk Lid with a small dent, \$20. Used FOMOCO radiator for a 200 six cylinder engine, \$10. Original spare tire with hubcap for a 1964-65 Falcon (looks like new) \$10. All parts in good to fair condition. My loss is your gain. I need the space. Andy Brown, 717-512-1710 or 67abrown@comcast.net Carlisle, PA.

Kellogg's Garage: Home of the Junkyard Junkie, has a 25 year collection of Falcon and Comet parts in high, dry Colorado. Lenny Kellogg 970-593-1964 or lenkellogg@lpbroadband.net CO.

For Sale: Variety of 1960-65 Ford Falcon and Ranchero parts. Front end parts and an assortment of odds and ends parts. If you are looking for that unusual part for your Falcon give me a call or send me an email: momnpopsshop@hotmail.com or check out my eBay store: Mom n Pop's Shop. Mark, 406-376-3163. MT

1964-65 Falcon Parts: Speedometer with both gauges complete instrument cluster \$85. Single speed wiper motor \$25. Sunvisors complete with mounting hardware \$30. 1964-65 Ranchero Parts: Latches for tail gate \$15. pair. Tail light buckets, bucket to body gaskets, tail light lenses and gaskets complete \$40. pair. All ITEMS PLUS SHIPPING Call Ray at 505-524-3371 or 1965falcon@zianet.com or P.O. Box 3, Fairacres, NM. 88033

1966 200 CID engine, less carb. Good condition. Clifford header, Clay Smith cam, Dura-Spark distributor, Dynamax

Superturbo mufflers and pipes. Head has been milled .060" with harden seats, 2 brl adpt. Gary Leanhart, 281-265-3301. Sugarland, TX, Central Time Zone.

Ford V8 302, tranny, C-4, both \$150. Call Tim, cell 701-238-1277, home: 218-937-5682. West central MN.

1962 Falcon four door parts. Body parts, transmissions, motors, all kinds of parts. Perry Lee, 860-568-1829. CT.

1963 left and right front fiberglass fenders, never on a car. New, in grey primer. \$400. Roy Whitmoyer, 570-387-1539. PA.

New 302 turnkey crate engine, 4 speed and 8"; \$4200. Don Pelton, 903-852-7067. TX.

HD four row radiator for 1964/65 Falcon. Used six months. Cost \$300, will sell for \$150. Call anytime. Richard Harmeier, 562-947-5976. CA.

Warty's Falcon Parts, LLC, your Falcon cooling system specialist. Come see us at www.wartysfalconparts.com or call us at 301-349-2666. Mike Garrett, MD.

Miscellaneous Falcon parts. 6 cylinder engine parts, 2 and 3 speed transmission parts and original rear ends or parts. Mark Keeley, 406-376-3163 or momn-poppshop@hotmail.com. MT.

Fordomatic 2-speed rebuilding kits with gaskets, o'rings, lip seals, clutches (bronze frictions & steels), sealing rings, front and rear seal, \$135. Specify engine size and year. Bands \$45. each exchange, adjustable modulator \$15. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, 56 Dale Street, Needham Hgts., MA 02494-1218. 781-449-2065 evenings. www.autotran.us.

NOS parts:
CODZ-3352-B steering arm & bushing, \$75.
CODR-7A039-B trans. ext. assy, \$30. CODB-6404144-A & CODB-6404145-AP visor brkt. \$10 each. CODF-11654-C headlamp switch, \$45.
CODF-7A217-A trans. control switch & wire assy, \$15. CODZ-7210-B shift selector lever, \$55. Many more parts available. Keith Litteken 314-351-1789 or kslitteken@aol.com, MO

Large 27-year collection of good used Falcon Parts for reasonable prices. Also some parts for Comets and Fairlanes. Fiberglass front clips new for 60-61 Falcon race cars. Held on with pins. \$650 Call or email for availability and prices. Call or email Don Branson, 636-228-4501 or dbranson@mail.win.org. 4097 Hwy T, Marthasville, MO 63357-2019.

New Chapter Forming

A group of Falcon Club of America members are in the process of forming a new Chapter in the Pittsburgh, Pennsylvania area and will include western PA as well. If you are interested please contact Bob Smith at 412-793-9683 or paur4s@verizon.net.

Information Needed

Can anyone tell me who refinished or sells the side moldings for my 1964 Falcon? Also, how about a good place to buy excellent quality front and rear bumpers for my 1964 Falcon at a reasonable price? Thank you! Call Ed, 215,493-6749 anytime. PA.

Information Wanted: Any information anyone has that would help me obtain

		
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new full quarter panels or new full quarter panel skins for a 1965 Falcon would be greatly appreciated. Jerry Byrd, Phone (812) 951-3652 or ragtop65@insightbb.com.

Miscellaneous For Sale

Book, *History of Ford Falcon 1960-1963*, \$25. Brian Gallimore, 517-622-1370 or rachelg7@aol.com. MI.

KEYS. NOS (Original) Keys and Gold Plated Keys for Falcons and all Ford Models. Many of those hard-to-find keys and lock cylinders. Keys cut by code, inquire with Year, Make and Model. We stock POR-15 Restoration Products. JESSER'S CLASSIC KEYS, 26 West Street, Dept. FCA, Akron, OH 44303. Phone: 330-376-8181, Fax: 330-384-9129 www.jessersclassickeys.com

Shop Manuals by Ford: '60-'63 \$34.95 '64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63 Owners Manual: \$14.95 Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea. Falcon 140 page Road Test book '60-'70 \$19.95 Hardcover Falcon history book \$39.95. Alex Voss 4850 37th Ave. So. Seattle, WA 98118. 206-721-3077. Alex@books4cars.com.

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'67 - '70 200 engine and 3-speed (3.03)
Lever type, 9" disc.
19242



Other clutch kits are available.
Please call for more information.



Shop Manuals on CD-ROM

These CD-ROMs contain the original reproductions of the shop manuals used by Ford mechanics. Includes illustrations, photographs and diagrams. Requires Intel® Pentium processor, Windows 98, Windows 2000 with SP2, Windows XP Professional or Home Edition, or Windows ME, minimum 128MB RAM, Internet Explorer 5.5 or higher, CD drive and Adobe Acrobat® Reader 5.0 or higher.

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A Falcon Love Affair

Old cars have been in my blood since I was a kid. At one time I was a General Motors fan and a long-time subscriber to Super Chevy. That all changed on Memorial Day Weekend, 1997. I always wanted an old car, but couldn't afford what I really wanted, which was a Corvette. My dad told me about an auction just down the street from where I grew up. One old car that was mentioned was a Ford Falcon. Not knowing what a Ford Falcon was, I decided to go and check it out.

Back in the day, my dad had bought a new 1966 Ford Mustang Convertible. While the Falcon wasn't a Ford Mustang Convertible, I just thought it would be cool to finally own an old car.

Upon arriving at the auction, I found out it was a four door as opposed to a two door, and it had a six cylinder—I was expecting a V8. I was bummed out at first. Then I thought that it would be easy on gas, which was a good thing because I bought a house two months later.

I checked the car over thoroughly. I pulled the dipstick for the oil and it looked clean, so did the transmission fluid. The body appeared solid for a vehicle that was thirty years old. Being garage-kept all its life, and the fact that it was a true one little old lady owner were big pluses. She drove it to the grocery store and a local farm for eggs every other week. That's what accounted for the car having just over 53,000 original miles.

Then the bidding started. I figured the car was worth \$800–\$1000. I got the second bid in at \$550. What began as a bidding war between four people quickly ended up down to two of us. I had bid the Falcon up to \$850 and my mind was racing at this point. It was beginning to look like I would not be

getting this car. The other party bidding was a husband and wife. They balked at first on \$900 but ended up saying yes. As soon as the bid came to me I immediately said yes to \$950. The wife looked at the husband and next thing I know he said no. Going once, going twice, SOLD! I was so excited I could not contain myself. I had just bought my first old car. I quickly grabbed the keys and locked up the car. I then went to the cashier to pay for my purchase.

I drove home to tell my dad what I had purchased. He wasn't quite sure what to say—I don't think he expected me to get the car. We talked, and I was all excited. He told me to take the license plate from my daily driver and put it on the car so we could drive it home. Off I went. I rode with dad in his truck out to the auction.

He asked "Where are you going to keep it?" I said I was hoping to keep it in the garage. He just said to make sure that no fluids leaked onto the garage floor.

When we got there, I already had some admirers. One person said, "Good luck finding parts." I didn't know what to say, nor did I care. It was mine—all mine!

Dad looked the car over. "Did you check all the fluids" he asked. I replied that I had and fired it up. Dad said, "Sounds like you have an exhaust leak somewhere." I listened closer and could



RON BOOKWALTER

hear it also. Dad started talking with a few of the local townspeople, he knew pretty much everyone in town. Everyone agreed that the engine purred like new. I mounted the license plate to the Falcon and Dad said to me, "Take the back roads home." The car was out of inspection by four years and it wasn't the correct license plate for the car. Off we went.

As soon as I pulled up to the first stop sign, I noticed that something didn't seem right. Then it dawned on me. I didn't recall seeing any indication that the car had power brakes. I recalled that cars of this vintage did not always have power brakes. Aside from that, the Falcon moved along smoothly. Once we got home I told Dad what I experienced. He said, "Did you check the master cylinder?" I just assumed it had fluid in it. Once opened, we discovered



that the front section had no fluid in it. The back section had very little as well. OOPS! The 1967 year was the first year for a dual master cylinder to be used.

A short time later, I had the front end up on jack stands. I discovered that both front wheel cylinders were shot. While up there I noticed a nice long piece of exhaust was missing from the car. By missing, I mean rusted out. Within the next week I had gone over the car completely. Except for two light bulbs being burned out, everything else checked out.

I went to the local auto dealership, registered and purchased a license plate. The next day I called my mechanic for an appointment. He had a cancellation for the following morning. I explained to him what I had bought and to look over the vehicle and tell me if it was worth fixing up or not. I dropped off the vehicle the night before praying for good news the next day. I received a phone call saying that I had done well in my purchase and that overall it was worth fixing up. I told him what I had found out regarding the front wheel cylinders and the exhaust system. He said that he could tell there was a problem with the exhaust system as it was loud for a six cylinder. I was told that the wheel cylinders should not be a problem. The exhaust system piece, he was unsure of. After doing some research he located the piece of the exhaust system that I needed. Two days later the Falcon was completed and ready to be driven.

Just before the Falcon was completed, I had heard about The Carlisle All-Ford Nationals on the radio. I decided I was going to go, without the Falcon, and check things out. Not very far into the fairgrounds, I found a sea of Ford Falcons. There was a

—Continued on back cover



Fresh from the body and paint shop—Carlisle Nationals 2004

—Continued from page 31

tent at the end of the row and with it a banner that read "Keystone Chapter." I thought, "A Falcon Club?" I decided to investigate further. I approached the tent and was greeted by Bruce Wolfe. I explained that I had just purchased a 1967 Ford Falcon. I asked all sorts of questions, and Bruce had the answers I needed. He also talked to me about the Falcon Club of America and what a great organization it is. After talking for a short time, he convinced me to join. I have never regretted making that decision. I have met so many people and made many friends through the years. It is just one great organization that words cannot describe. I am proud to be a member of the Falcon Club of America. In addition, I am a member of the Keystone and Mason Dixon Chapters.

Through the years I have had a blast driving my Falcon. Getting in and taking off is like a step back in time. No power steering and no power brakes—what a feeling! I have been to five Ford Falcon Nationals. I have driven our Falcon to three of them and flew to the 2003 Falcon Nationals in Texas. My future wife and I flew to the 2005 Falcon Nationals in California. We were unable to make it to the Falcon Nationals in Indianapolis that year, due to getting married.

In 2002, I met Alison, who became my future wife. We were part of a singles group. She asked me for my phone number instead of the other way around. To make a long story short we attended our first Ford Falcon meet together at Sandy Point State Park in Annapolis Maryland with the Mason Dixon Chapter in October of 2003. Everything went well.

One year later at the exact same function, we took a walk along the beach. I turned to her, got down on one knee, and with diamond ring in hand, proposed. We were both full of emotions. She accepted!

On June 24th of 2006, we got married. It was a beautiful day. We had four Ford Falcons involved in our wedding and many Ford Falcon friends present. Our dark green 1967 Falcon was driven by my good friend, Bob Vaughn. Additionally Frank Servas honored us with his white 1965 Falcon, as did Jeff and Renee Wied with their blue-green 1964 Falcon and dark blue 1968 Falcon. They were all four door sedans—that made getting in and out easier.

A few years ago I considered selling the Falcon to get another one. Now that the car has played an important part in our lives, I don't know if I could ever sell it. Hopefully we will still have it when we renew our vows twenty five years from now.

—Submitted by
Andy and Alison Brown
(FCA #7996)
Carlisle, Pennsylvania



RON BOOKWALTER



RON BOOKWALTER

L—R: Jeff Wied (owner of 1964 blue/green Falcon, Rusty Brown, Groomsman; Charity Franklin, Bridesmaid; Frank Servas, owner of white 1965 Falcon; Mike Brown, Best Man; Erin Malick, Matron of Honor; Mrs. Alston Brown; Mr. Andy Brown; Bob Vaughn, driver of the Bride and Groom's 1967 green Falcon; Kendra Mank, Bridesmaid; Renee Wied, owner of 1968 blue Falcon



Andy and Alison at Sandy Point State Park in Annapolis, Maryland attending the Mason Dixon Fall Picnic in 2005. This is the same site and event at which Andy proposed to Alison.